### Have You Ever Motored Up to **Bear Mountain?**

If Not, You Have a Very Delightful Time in Prospect, Scenery and Roads Making Trip Worth While

By C. E. T. Scharps

One of the finest trips that any one tain and beyond by the commis-rs of the Palisades Interstate of whom George W. Perkins is

derful good for the benefit of the people in providing a playground and
camping place for any number of children as well as for grown-ups.

This article is concerned with the
automobile phase of the Interstate
Park proposition and therefore does
not go into the detail of what has been
accomplished on behalf of the nonautomobiling public. It would take
considerably more space than this page
affords to detail not only what has
been accomplished but what are the
plans of Mr. Perkins in providing a
playground and recreation place for

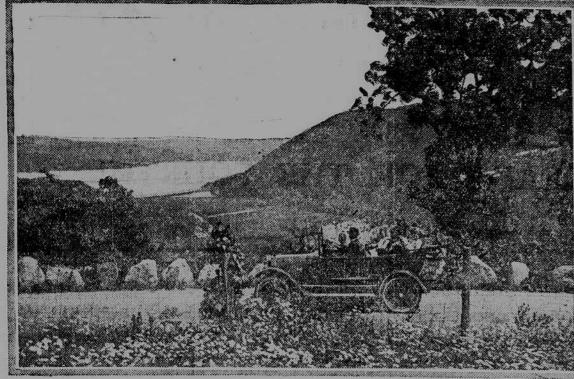
plans of Mr. Perkins in providing a playground and recreation place for the people of New York State.

To reach Bear Mountain, cross the ferry at Dyckman Street and then run through Englewood to Pearl River, Nanuet and Tuxedo, where the entrance to the reservation is found. Coming back, a wonderful road offers along the river, skirting back to Haverstraw and down into Nyack, where the ferry across to Tarrytown may be taken. Great things are to be accomtaken. Great things are to be accom-plished with this part of the west shore road, which will be known as the Henry Hudson Drive when it is

Fort Lee along the river to the New York State line, then merging with state road No. 3 to the villages of ilisades, Sparkill and Nyack, and om Nyack along the face of the ook Mountain to Haverstraw. There

They to make this wonderful playme tastes of the Vork and Note Vork and

Hepburn Manages Republic C. Pisher Hepburn is now vice-presi-ent and general manager of the Re-public Motor Truck Company, Inc. F. W. Ruggles, president of the company, will devote his time to development work. The Hudson at Bear Mountain



Working on

States taking advantage of the Federal road aid act are receiving substantial additional assistance from the

Templar Car

Is Taken on

By G. S. Morrow

Special Equipment and Individual Engine Construction Are Outstandng Points About New Line

George S. Morrow, of 1761 Broadway, has taken over the Eastern distribution of the Templar Car, made by the Templar Motors Corporation, Cleveland, Ohio. This smart four cylinder light car is rapidly coming to the front as one of the leaders in the small car, class and possesses thoroughly distinctive lines. Morrow also handles the Saxon.

Taken on

Are Major Joseph F. Bell, aviation service; Captain W. H. Nowill, ordnance; Captain H. M. Darling, First Canadian

Expeditionary Force; Lieutenant John Wilcox to Metalling Wilco

C. P. Forbes (known throughout the C. P. Forbes (known throughout the automobile industry as "Tommy" Forbes) has joined the Morrow forces and has been appointed wholesale manager for the Templar and Saxon.

The Templar is designed along the most modern lines and has much to commend it. It is not an "assembled" proposition, but an out-and-out built in the factory job. Its top-valve, four-cylinder, long stroke, high-speed motor, with counterbalanced crankshaft, develops forty-three actual horsepower at 2,100 revolutions a minute without vibration.

The car itself comes more than mere-

# **Closed Car Demand** Feature of Season

De Bear Foresees Call Equal to servi That for Touring Models

"The automobile industry has never ment on the basis of the financial aid under the Federal road act.

L. W. MULFORD CO., Inc.,

BROADWAY AT 61st ST. Phone Columbus 8077 BROOKLYN Salesroom and Service Station

Phone Bedford 10350

# Wilcox to Meet In Match Race

Bay on July 4; 20 Drivers for 100-Mile Derby

Good Roads Job This special test of speed of the two leading drivers will be run in three

Eastern States Get Most of First Vehicles Allotted for Highways; Tractors To Be Started at the Task, Too

uesenberg. Milton e Eddie O'Donnell.

3-Heat Event To Be a Feature of Meet at Sheepshead

"Furthermore, these shrewd outlaws, who have converted the public high the ways into Belgian turnpikes, have a crail

be Eddie O'Donnell.

The drivers entered thus far and the cars they will drive are as follows:
De Palma, Packard; "Howdy" Wilcox, Peugeot: Tommy Milton, Duesenberg; Dave Lewis, Meteor Special; Joe Thomas, Mercer; Dennis Hickey, Stickle; Joe Boyer, Frontenac; Emil Thomas, Wehr; Jim Meyers, Sunbeam; W. W. Brown, Richards; Elmer Shannon, Shannon Special; Bennett Hill, Mercedes Special; Fred Fountaine, Golden Submarine, and Al Thompson, Duesenberg.

"I am one of those old-fashioned folks who believe that law and religion are nothing more nor less than restraining influences. The present extraining influences is listing laws are, of course, more or less restraining in their nature, but, as stated, the restraining influence is limited because the agents for law enforcing the tween gray and valled both by state and city authorities charged with the responsibility of enforcing the traffic laws.

"With 10,000 to 25,000 members of government through the distribution of 20,000 trucks by the War Department for good roads work, according to the B. F. Goodrich Rubber Company.

Allotments of the first 5,335 army trucks have been made. Most of them will be distributed to states east of the Mississipni. Later Western states

### Motorists Join In Curbing the Reckless Driver

'Hun of the Road" To Be Driven Off by Concerted Action of Automobilists in the New League

Incorporation papers have been is ued by Francis M. Hugo, Secretary of tate, covering the League for Motor-

way of resorting to their acts of viccious recklessness when no officer of the law happens to be at hand. It has been very easy for them to escape arrest and conviction because the officers of the law are in uniform and are easily located in advance.

### Motor Trucks as Aid to Education

"One of the good things attrib-uted to the commercial vehicle is its importance in the educational system of this country," says James J. Hunt, general manager of the Reo Motor Car Company of New York. "Education was once determined by the number of miles between the home and the school. Today education depends upon transportation facilities instead of distances.

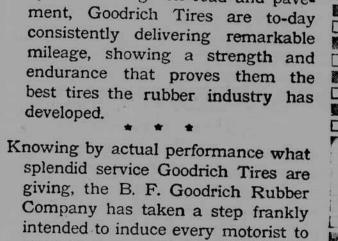
solidated country nigh school where tardiness is reduced, attendance more regular and better teachers employed. Classes are larger and more time is given for recitation."

at 16 West Sixty-first Street until permanent quarters can be got. James V. Boise, manager of the Chatham and Phenix Bank, Broadway and Sixty-first Street, is the league treasurer.

Speaking of the scope and purposes of the league, Mr. Gaston says:

"Since the inception of my connection with the automobile industry in New York I have silently watched the growing menace of reckless driving. A certain class of taxi drivers, truck chauffeurs and speed kings, who have the instincts of gunmen without their courage, are daily making the lives of law-abiding motorists and citizens

### De Bear Has Maxwell Place All Redecorated



In practical usage on road and pave-

The City of

GOODRICH

It has established this new adjustment mileage worthy of the proven durability of Goodrich Tires:

share in the matchless mileage of its

tires.

器

6,000 miles for Safety Treads -8,000 miles for Silvertown Cords, instead of the old adjustment of 3,500 for Safety Treads, and 5,000 for Silvertowns. The new adjustment holds good for all Goodrich Tires, including tires already purchased in the hands of user or dealer.

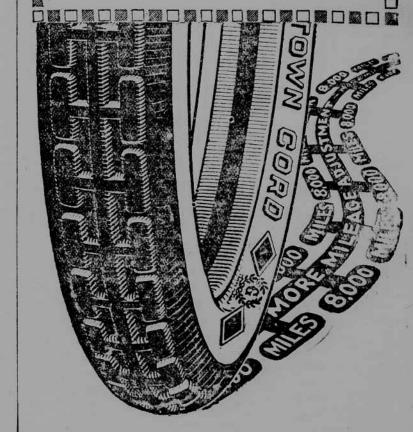
Go to a Goodrich dealer and buy Goodrich Tires, sure that they will pay in full their mileage.

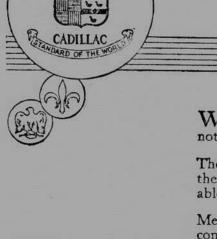
Buy Goodrich Tires from a Dealer.

## **ADJUSTMENT**

Fabrics - 6.000 miles Cords 8,000 miles

BEST IN THE LONG RUN"





WE would be a little less than human if we were not proud of the present status of the Cadillac.

The country's best citizenship frankly proclaims it the car of cars—the very best, and the most desirable, that human skill can build, or money can buy. Men and women who are at the forefront of their

communities, in culture, discrimination, and ability to choose the best, have entrenched it in a position of leadership, which admits of no question. Putting this national and international prefer-

ence on its lowest plane-trying to estimate the worth of Cadillac reputation in money-the imagination can not measure its value. As we would be a little less than human if we

did not prize this precious preference-

So we would be a little less than sane if we did not protect it.

Every consideration of common sense, and business acumen, and sentiment, requires that the Cadillac shall be made better, and better, and . better, in the future, as it has been in the past.

We pledge you that this is the only sense in which the Cadillac will ever change—in a steady pressing forward toward higher and higher standards.

The Cadillac, whose excellence the whole world celebrates today, is the same Cadillac as the first of its type-refined with infinite patience, and unremitting zeal.

We promise you that the Cadillac of tomorrow, or a thousand tomorrows, hence, will still be the same splendid car, progressively improved-Cadillac in principle, Cadillac in high purpose, and Cadillac in performance.

Detroit-Cadillac Motor Car Co. Inglis M. Uppercu, President Broadway at 62d Street

CADILLAC MOTOR CAR COMPANY - DETROIT, MICH